

REMARKS

The examiner is thanked for the Final Action dated June 13, 2006. This request for reconsideration is intended to be fully responsive.

Claims 30-31 were rejected under 35 U.S.C. 103(a) as being unpatentable over Wolfe 5,390,121, Carlson 5,284,330 and Karnopp 3,807,678. Applicant respectfully disagrees. The claims have not been presently amended and thus Applicant raises no new issues.

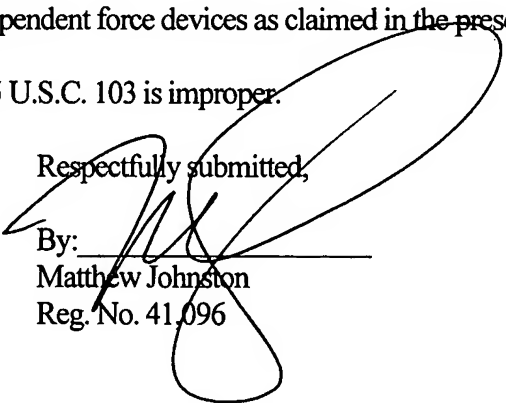
Applicant maintains that the Examiner is impermissibly relying on hindsight to reconstruct applicant invention by piecing together the three cited references. Applicant also maintains that the Examiner has failed to identify the proper motivation to combine these references. The Examiner has merely simply stated that such "motivation to combine these analogous systems is also found directly in the prior art" but fails to identify that motivation or where it exists in the prior art. However, even assuming *arguendo* that such motivation exists (which applicant maintains does not) the Examiner has not only failed to identify all the claimed limitations, but any resultant combination would still lack the recited independently functioning force devices.

The Examiner has apparently overlooked the initial claim limitation of the first and second springs and **shock absorbers**. The recited first and second force devices are additional devices independent from the shock absorber. Wolfe '5,390,121 discloses nothing more than a method to control a damper (shock absorber) in an otherwise conventional coil and damper suspension assembly. Carlson discloses nothing more than a particular way to control a damper, (shock

absorber) with a magnetorheological fluid. Karnopp, et al. discloses nothing more than an active damper (shock absorber). While Applicant maintains that there is no proper motivation to combine all three of these references as suggested by the Examiner, any resultant combination would still lack the additional independent force devices. It is first important to note that the term "Shock absorber" is a well known term of art meaning a mechanism for damping vibration in a sprung system such as a vehicle suspension. A damper. Dictionary of Automotimotive Engineering, Second Edition, Society of Automotive Engineers, 1989. (Copy Attached).

Assuming arguendo that there exists proper motivation to combine each of the three references cited by the Examiner, at best the resultant combination would simply modify the shock absorber to be a controllable damper such as taught by Wolfe. The resultant combination would still lack the additional first and second force devices let alone being independent from the shock absorber. The prior art is simply void of an additional force device. The Examiner is reminded that in order to establish even prima facie case of obviousness, the prior art must teach or suggest all the claimed limitations. MPEP 2143. Therefore, because the prior art fails to disclose a coil and shock absorber assembly and additional independent force devices as claimed in the present invention, any rejection of claims 30-31 under 35 U.S.C. 103 is improper.

Respectfully submitted,

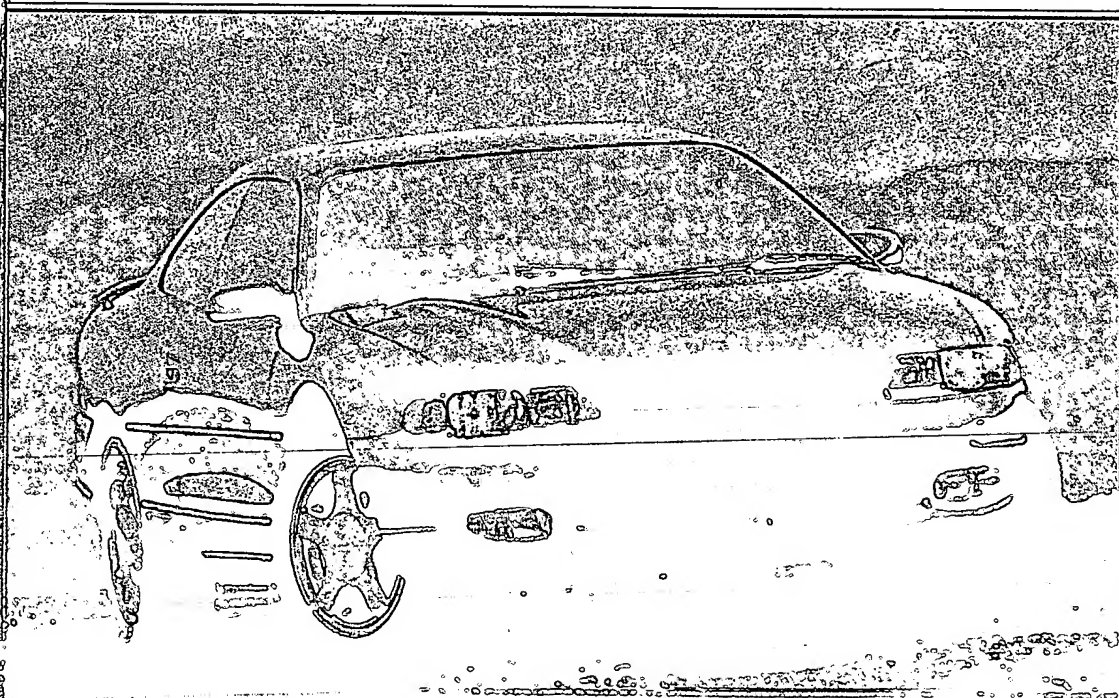
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Dictionary of Automotive Engineering

Second Edition



Don Goodsell

shell bearing Plain bearing formed from two interlocking and abutting thin-walled semi-circular cusps. See Figure C.10.

shell structure Vehicle structure consisting predominantly of stress-carrying panels. See also *monocoque*; *unitary construction*.

shift collar Splined sliding collar by which gears are selected in a *constant mesh gearbox/transmission*. See Figure S.13.

shift fork (UK: selector fork) Forked member for moving a sliding pinion into and out of engagement in a *change-speed transmission*. See Figure S.1.

shift lever See *gearshift lever*. See Figure S.1.

shift rail The rod or "rail" on which the shift fork of a change-speed gearcase travels. See Figure S.1.

shift valve Valve that actuates the automatic gear change in an *automatic transmission* following the signal from the throttle and governor.

shifter rod Rod which communicates the movement of a gear-shift lever with a remotely mounted transmission.

shimmy Low-amplitude mechanical vibration, particularly as an imbalance fault of steered wheels. See also *lateral runout*.

shock A suspension *shock absorber*. (Informal)

shock absorber Mechanism for damping vibration in a sprung system, such as a vehicle suspension. Also *shock damper* or *damper*. A telescopic *hydraulic damper*. See Figure S.4.

shocker A *shock absorber*. (Slang)

shoe See *brake shoe*. See Figure D.8.

shoe brake A *drum brake* with shoes. See Figure D.8.

shooting brake See *estate car*; *station wagon*. (UK archaic)

short engine (1) Incomplete engine, usually lacking cylinder head and ancillaries. (2) A reconditioned engine as in (1).

shoulder (1) The outermost edges of a tire's *tread*. (2) An abrupt increase in diameter of a bolt, stud, or other fastener. See Figures B.3 and R.2.

shoulder harness Belt restraint system in which an anchored length of webbing passes over one shoulder of an occupant and is fastened at waist height. May be used in conjunction with a *seat belt*.

shoulder rib Rib or squared-off rim at the outer edge of a tire tread. See also *tread shoulder*.

shoulder wear Tire wear pattern where wear is greatest at the tire's *shoulder*.